Posted: _____

U.S. Department of the Interior
Bureau of Land Management
Kremmling Field Office
P.O. Box 68
Kremmling, CO 80459

ENVIRONMENTAL ASSESSMENT

NUMBER: DOI-BLM-CO-120-2009-0024B-EA

PROJECT NAME: Piney River Replacement

LEGAL DESCRIPTION: T. 2 S., R. 83 W., Sec. 25: SW¼SE¼

APPLICANT: BLM

PURPOSE AND NEED FOR THE ACTION: BLM Zone Engineering has determined that the Piney River Bridge is not structurally sound and therefore unsafe for the public to access BLM administered lands and is unsafe for motorized use. Funding has been obtained for 2009 use to issue a contract to replace the bridge.

DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:

Background/Introduction/Issues and Concerns: The Piney River bridge is on a parcel of BLM administered land that accesses larger expanses of public land that are used heavily for recreation, especially hunting. On August 6, 1999, a letter was sent to Eagle County Planning and Zoning by the Kremmling Field Manager accepting responsibility for maintenance and eventual replacement of the bridge. On March 29, 2000, BLM Zone Engineering performed inspections on the bridge and found them acceptable. The bridge was inspected again in 2008 and the decision was to replace it.

Proposed Action:

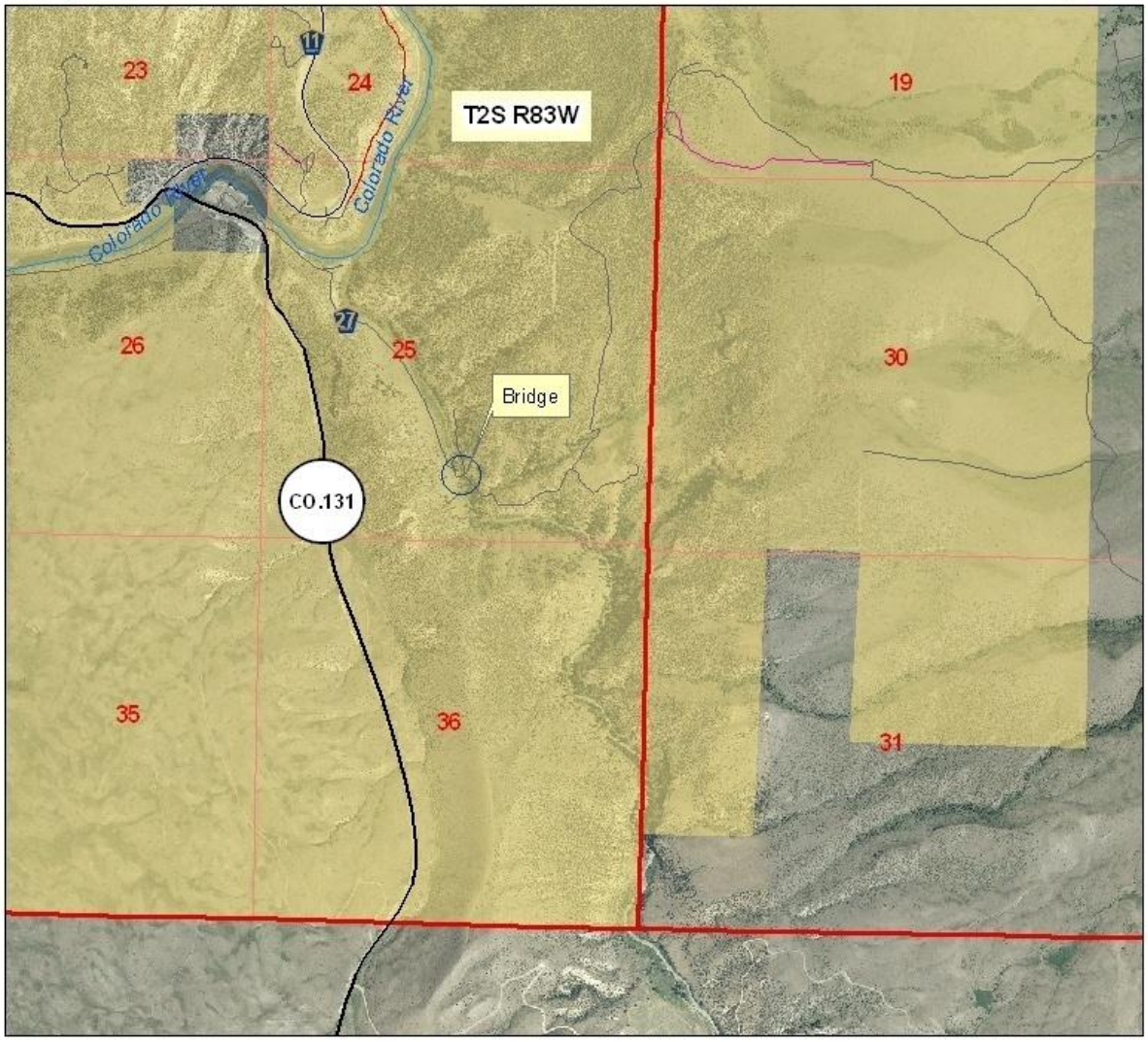
Zone Engineering proposes to hire a contractor to replace the Piney River Bridge and improve the access road where it crosses public land in the early fall of 2009. BLM Zone Engineering would monitor the project. The road improvement is limited in extent to the minimum necessary to allow the construction equipment and support vehicle access to the bridge. The private property at the beginning of the access road would be used to off-load equipment. The agreement with the private property owner for this access is for all construction to begin after Labor Day due to their recreational business. The construction should take approximately 60 days. The bridge would be built roughly in the same location of the existing bridge, although the abutments would be placed closer to the banks and thus the bridge would be slightly longer.

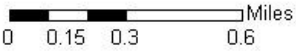
Design Features of the Proposed Action:

- Signs would be set out by the Kremmling Field Office personnel approximately one week before construction warning recreationists of the bridge's removal. BLM should sign both County Road 27 and access routes from the USFS boundary to the east a minimum of 1 week prior to construction of the temporary closure. Expected construction is the week after Labor Day, 2009.
- The bridge would be dismantled and all the materials would be loaded onto a truck and hauled off site.
- The existing cobble, rock, and boulders would be stockpiled for later use as structural backfill for the new abutments to build up where the road meets the bridge.
- Vegetation would be removed at the abutment locations and the area adjacent to the abutments.
- Approximately 30 feet to the south and east of the bridge would be used for a staging area. The side of the slope would be removed along with a couple of trees to create a level surface. The slope would be left at a 1:1 grade. Reseeding of this sloped area would occur after construction in the fall of 2009 with native species.
- By seeding in the Fall of 2009, keeping vehicle use off of the pad area for one growing season, and delineating the area for vehicle access, the impacts to soil would be reduced to a small area.
- The material from the staging area would be used as backfill for the bridge footings, and for the road near the bridge on the west side of the bridge. For the access road on the south side of the bridge, any Staging Area excess soil should be used to reduce the final slope of the uphill cut to less than 1:1 to improve stability and seeding success.
- The staging area "pad" would retain any erosion from the pad enlargement until the new cuts are stabilized by vegetation. Seeding of the cut area and staging site would occur as soon as possible, prior to final pull-out.
- Road cuts that are not in rock should be less than 1:1 for stability.
- Topsoil and vegetative cover should be scraped off of the slope and respread on the final slope of the cut area.
- If flows are higher than expected, a diversion dike would be used to reduce sediment loads to the river. The new pilings and riprap would not result in directing stream energy to streambanks, but will keep the river's main current in the center of the channel to reduce bank scour.
- The BLM has applied for a Stormwater Permit Low Erosivity Waiver for this project due to the time of year, project location, and actual disturbed acreage. The permit covers construction from September 7, 2009 to November 2, 2009 and was submitted on May 8, 2009.
- Zone Engineering would apply for the 404 permit for the projects and conditions of the 404 Permit would be followed to protect water quality. Colorado's Regional Conditions for the permit requires that the Army Corps of Engineers receive a preconstruction notification of the project.
- Concrete abutments on spread footings would be built. This involves excavating, placing washed rock, forming and pouring the concrete. The abutments will be backfilled and protected with existing riprap.

- The steel-truss bridge would be set on the concrete foundations with a trackhoe. The deck would be concrete which would keep the deck pan from filling in with mud. Steel guard rails would attach to the steel truss.
- 40 to 50 cubic yards of concrete would be used to build the abutments and its walls with multiple trips of a concrete truck.
- The contractor would use an existing sloped area upriver to ford the river.
- The contractor would use a trackhoe and or a dozer to improve the road and widen it to a 12 foot driving surface. Along the road, the upper slope would be pulled and rocks would be removed to widen the road. The rocks would be placed off the downslope side of the road. Dirt from the upper slope would be used to cover the rough rocky portions of the road and fill in the deep ruts.
- Work will begin after Labor Day (9/7/2009).
- Steel for the bridge would be treated with the finish that creates a film of faux rust on the steel that actually protects the steel from rusting or oxidizing.
- If the lower bank's rock and/or woody vegetation is removed, then riprap would be used to stabilize the bank.
- The cobble/boulder substrate would not produce a large sediment load when disturbed and once replaced would not continue to release fine materials.

Piney Creek Bridge Replacement





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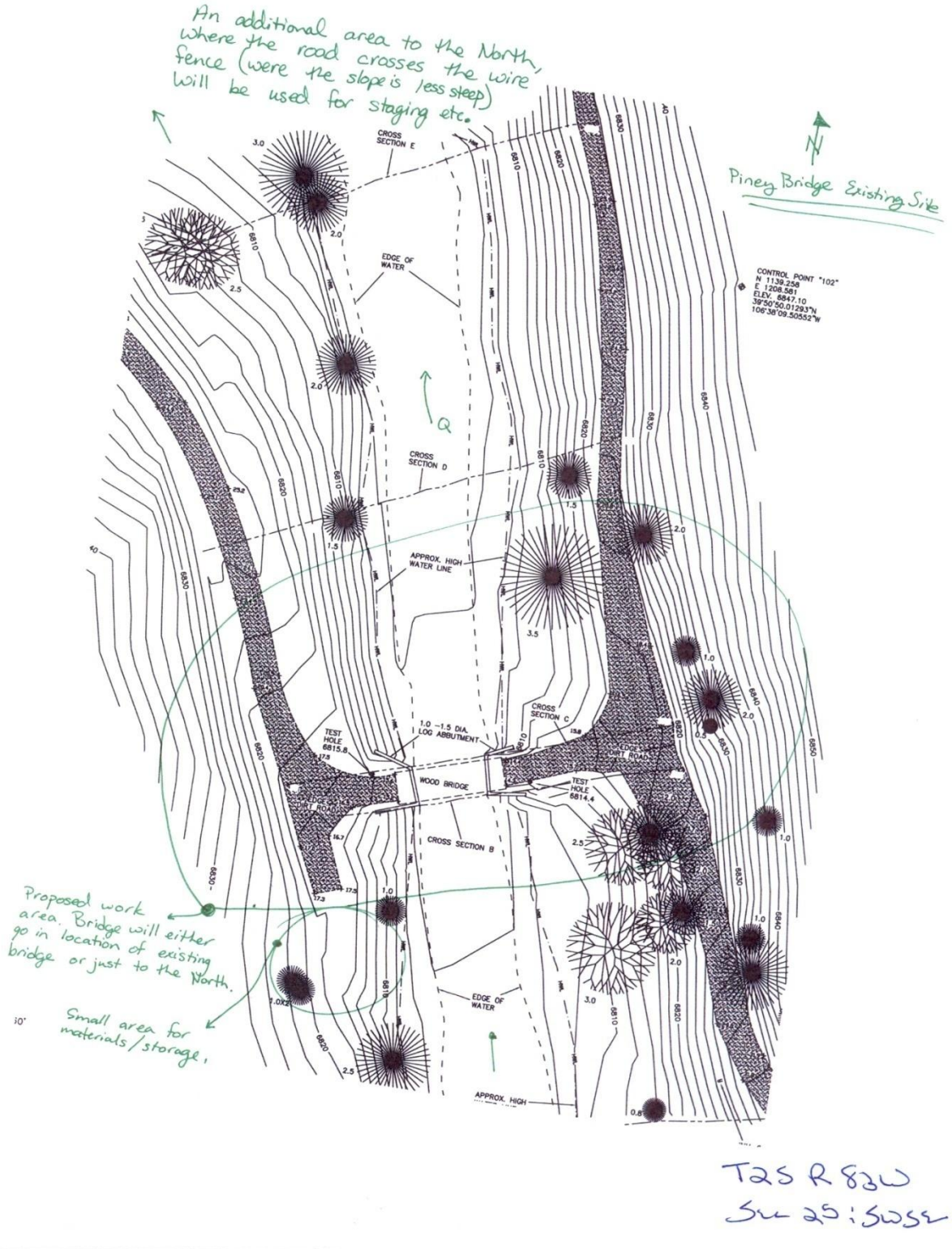
No Warranty is made by the Bureau of Land Management as to the Accuracy, Reliability, or Completeness of this Data for Individual Use or Aggregate Use with Other Data.

Maps: State Bridge
BLM, Kremmling FO 12/11/2008
gisuser/nepa/2009/pineycreek



Piney River Bridge Sketch

No Action Alternative: In the No Action Alternative, BLM Zone Engineering would not replace the bridge and the safety of the public access BLM-administered lands would be compromised. Eventually the bridge would fail and the public would not be allowed across the bridge. Zone Engineering would need to take the bridge down to keep the public off which would require further analysis.

PLAN CONFORMANCE REVIEW: The Proposed Action is subject to and has been reviewed for conformance with the following plan (43 CFR 1610.5, BLM 1617.3):

Name of Plan: Kremmling Resource Management Plan (RMP), Record of Decision (ROD)

Date Approved: December 19, 1984; Updated February 1999

Decision Number/Page: Decision #7, Page #11

Decision Language: "To ensure the continued availability of outdoor recreational opportunities which the public seeks and which are not readily available from other sources, to reduce the impact of the recreational use on fragile and unique resource values, and to provide for visitor safety, and resource interpretation."

AFFECTED ENVIRONMENT / ENVIRONMENTAL CONSEQUENCES / MITIGATION MEASURES:

INVASIVE, NON-NATIVE SPECIES

Affected Environment: The project area has been disturbed in the past and is in a road right of way which has created conditions conducive to the establishment and spread of invasive, non-native species. Houndstongue (*Cynoglossum officinale*), Canada thistle (*Cirsium arvesne*) and cheatgrass (*Bromus tectorum*) would be the most prominent invasive, non-native species found within the project areas.

Environmental Consequences: The Proposed Action would disturb the vegetation within the construction and staging area creating conditions that make the project area susceptible to invasion and expansion of invasive, non-native species. Once the project is complete, the area would be reseeded with the recommended seed mix reducing the chance for invasion or expansion of invasive, non-native species. Monitoring would be required for at least three years or until the seeded species become established following completion of the project.

Under the No Action Alternative, the project area would not be disturbed and the increased opportunity for establishment or expansion of invasive, non-native species would not occur.

Mitigation: Any invasive, non-native species that become established or increase in extent would require control through application of the proper herbicide.

WATER QUALITY, SURFACE AND GROUND (includes a finding on Standard 5)

Affected Environment: The existing bridge is on the Piney River, a tributary to the Colorado River mainstem. The access road to the bridge parallels the Colorado River. The road then turns to the southeast and follows the Piney River to the bridge.

The state of Colorado has classified both rivers for class 1 coldwater aquatic life, water supply, agriculture, and primary contact recreation. The rivers are considered to be fully supporting the designated uses and have no known water quality concerns. The proposed action does not affect ground water.

Environmental Consequences: During the project's construction, portions of the access road would be widened to allow equipment and cement trucks to reach the bridge. This disturbance, along with the work site area, adds up to more than one acre and requires a Stormwater Permit. The construction period is after the summer thunderstorms, so rainfall intensity is generally less. Lower intensity rainfall that is more common in the fall results in less soil erosion as precipitation better infiltrates the soil. Due to the acreage involved, the short time of disturbance, and the fall construction period, the project should not create a sediment source to the Piney River or the Colorado River, especially with the planned design features that help reduce soil erosion. The BLM completed a Stormwater Permit Low Erosivity Waiver in May, 2009 to cover the expected surface disturbances.

Although the road segments requiring work are along a rock outcrop, the downhill slopes have a north aspect and are generally well vegetated, especially on the upper (near the bridge) segments. This vegetation should help reduce sediment from the roadwork reaching the rivers. The limited road cuts would be in rock, and although steep, should be fairly stable and not slough fine materials. Currently, there are occasional rockslides or loose rocks that land on the road or may clear the road and land on the downhill slope. This would continue, and with the newer road cuts left at a 1:1 slope, would not be increased or significantly altered from the present situation.

The staging area, adjacent to the bridge, also has a vegetative buffer between the edge of the site and the river. The upper banks of the river are fairly steep however, and the woody vegetation provides mostly canopy cover, and not ground cover to filter or capture sediments. Until the uphill cuts are well vegetated, some increased erosion may occur that could reach the river. The width of the site would contain most sediment, but until the site is revegetated, sediments need to be contained on the staging area so as to stop the increased erosion from going into the river.

The construction period is scheduled for early fall when streams are generally at their base flows. If streamflows are higher than expected or if a condition of the Section 404 permit requires it, a diversion dike would be used to divert the river away from the disturbed areas. The excavation for the pilings would be a short period of streambed disturbance, after which the project would not disturb the bed except for very limited equipment traffic. The new pilings and riprap would not result in directing stream energy to streambanks, but would keep the thalweg (the river's largest stream energy) in the center of the channel to reduce bank scour.

The BLM engineering manual requires that the bridge be constructed for the expected 50 year flood flows. The current bridge's design flows are not known. By replacing the bridge, the proposed action helps insure that the bridge does not cause increased streambank erosion or channel alteration due to the old bridge's possible failure during high flows or obstruction to flood flows. Under the No Action Alternative, there could be an increased risk of channel erosion due to bridge failure.

Mitigation:

The staging area needs to contain soil erosion from the sideslope's cut and not allow it to travel downslope to the river.

WETLANDS & RIPARIAN ZONES (includes a finding on Standard 2)

Affected Environment: The Piney River is a very confined channel whose channel stability is primarily controlled by the boulder substrate and woody canopy. The actual riparian zone is fairly narrow due to the steepness of the banks. A spruce/ alder canopy dominates the riparian zone, with many intermixed shrubs. Understory plants include forbs such as horsetail, cow parsnip, sedges, and bromes. The riparian area is considered to be in "proper functioning condition".

Environmental Consequences: Access road construction would not affect the riparian zone. Construction of the staging area may remove at least one large tree that is within the river's overstory. A break in the overstory may decrease the amount of stream shading, but due

to the stream width, the various woody components of shrubs and large trees primarily shade the river portion immediately adjacent to the bank. If a tree must be removed, only a small localized portion of the river would be less shaded. If the existing woody vegetation is altered, there may be increased pressure to create trails along the river from the staging area or an even larger camping site. To stop trailing along the river and enlarging the staging area, a fence, concrete block, or other deterrent may be needed if the terrain would allow the public to increase the size of the staging area .

Equipment access to the river and work from the upper streambank would impact riparian vegetation, especially the shrub component. By minimizing the streambank access to one location and the least amount of time as possible, the amount of disturbance would be limited to slightly more than the width of the equipment. Since much of the streambank's stability is dependent on the rock component, and most of the vegetation would be broken and/or trampled but not be totally removed, the roots would still help anchor the streambank as vegetation recovers naturally. Due to the narrow width of the disturbance, it is not considered to alter the riparian zone's functionality. If the lower streambank (below the high water line) is disturbed to bare soil, high water may scour the bank and create an area of instability. Placing riprap on the exposed bank would protect the area from excessive stream erosion and stop an area of instability from being created.

The No Action Alternative would have impacts to the riparian area. If the bridge eventually fails, the channel stability could be reduced if the failed bridge altered the stream's current. User created crossings may also arise, especially during low water, and the vegetative canopy could be reduced. When vegetation is reduced, increased bank scour and higher stream temperatures occur. Bank scour not only reduces channel stability, but it can also degrade water quality due to increased sedimentation.

Mitigation:

To stop trailing along the river and enlarging the staging area, a fence, concrete block, or other deterrent may be needed if terrain would allow the public to increase the size of the staging area .

Placing riprap on the exposed lower bank would protect the area from excessive stream erosion and stop an area of instability from being created.

SOILS (includes a finding on Standard 1)

Affected Environment: Soil information is from the 'Aspen-Gypsum Area, Parts of Eagle, Garfield and Pitkin Counties' Soil Survey. The survey is not intended for use for site specific projects, but does give an indication of the type of soils and soil concerns that would be typical of the area.

The first portion of access road that would require some equipment work is at a "Y", where a side road drops down to the Piney River's confluence with the Colorado River and a primitive campsite. The soils are mapped as Goslin fine sandy loams, 3-6% slopes. The soils are formed in alluvium and/or colluviums derived from sandstones and shales. They have moderate plant

available soil moisture and moderate limitations for roads and trails due to localized slopes and soil erodibility.

As the road climbs and narrows, it is constructed in soils mapped as Torriorthents-Camborthids-Rock outcrop complex, 6-65% slopes. This complex is generally 45% Torriorthents, 20% Camborthids, and 15% Rock outcrop. The road generally has outcrops on the uphill side of the road. What soil there is in the complex is generally shallow and due to the steep slope, generates large amounts of runoff. Plant available moisture is low.

The staging area and bridge are mapped as being in Tridell-Brownsto stony sandy loams, 12-50% slopes, extremely stony. The Tridell soil is typically 45% of the mapping unit, and is generally on the lower third of a mountain flank. It formed from alluvium/colluviums from sandstone or basalt. Plant available moisture is low and the stony sandy loam surface is only 2 inches in depth. Underlying textures are very cobbly fine sandy loam to very stony loamy sand. It has severe limitations for roads due to slopes and soil erodibility. Brownsto soils tend to be located on terraces and are formed from alluvium derived from basalt or coarse textured alluvium derived from calcareous sandstone. Plant available moisture is also low and the soil surface of stony sandy loams is generally about 11 inches in depth. Underlying the stony sandy loams are very gravelly loamy sands and gravelly sandy loams. Road limitations are also rated severe due to slope and erosion concerns.

Environmental Consequences: The No Action Alternative would not result in any new soil disturbances or impacts.

The Proposed Action's road improvements are limited to those areas where current conditions prevent equipment or large vehicle access due to the narrow surface. The areas requiring widening are small and primarily located along the rock shelf. If the cuts are in non-rock outcrop areas, cut slopes should be reduced to increase the slope's stability and reduce soil slumping or erosion, even though it would require cutting further into the hill.

The staging area is to be located in a current one vehicle pull-off. The area would be widened to an area of 0.3 acres by cutting into the slope. This appears to be an area approximately 120 feet wide, or 100 feet into the slope. During the initial work period, this cut slope will be prone to erosion, especially during precipitation events. The sandy loam surface textures are not good topsoil, but topsoil and plant debris should be scraped off and respread on the final slope to reduce soil loss and help with revegetation. Sediment loads from the cut slope will generally be deposited on the Staging Area, due to the width of the pad. The pad's slope and drainage should not direct runoff downslope into the Piney River. Leaving the final cut's slope with a rough surface that provides microtopography or a discontinuous slope length would also help detain runoff and reduce surface rilling from the uphill cut. This would improve slope stability, and improve vegetative success, especially due to the soil's characteristics. Too large of a pull-off area would result in a large group camp area, which would increase impacts to the stream and riparian area. By seeding the area prior to winter snows, the seed would be able to take advantage of spring soil moisture and improve seeding success. Late fall hunter pressure could rut the staging area due to fall moisture, and create rills causing erosion.

Mitigation:

If the road cuts are not in rock, then the cut slopes should be reduced to increase the stability and reduce soil slumping or erosion, even though it would require cutting further into the hill.

Topsoil and plant debris should be scraped off and respread on the final slope to reduce soil loss and help with revegetation at the staging area.

A final rough surface that provides microtopography or a discontinuous slope length upslope of the staging area would also help detain runoff and reduce surface rilling.

By seeding the area prior to winter snows, the seed would be able to take advantage of spring soil moisture and improve seeding success. The disturbed area should be blocked off until the seeding establishes.

WILDLIFE, AQUATIC (includes a finding on Standard 3)

Affected Environment: The proposed bridge replacement is located on Piney River which is designated class 1 coldwater aquatic life use by the state of Colorado. Records from the Colorado Division of Wildlife indicate that brown trout, rainbow trout, mottled sculpin, speckled dace, bluehead sucker, flannelmouth sucker and mountain whitefish are some of the common species found within this River.

Environmental Consequences: Disturbance of the streambanks and increased sediment in the stream are expected impacts of the Proposed Action. This could negatively affect fish spawning and reduce habitat quality. Equipment would primarily remain on the streambank above the normal high water line. This minimizes the amount of streambed and lower streambank disturbance, reducing sediment loading into the stream. The construction period is scheduled for late summer (after Labor Day) after the peak streamflows where stream energy and volume is highest. This also helps reduce sediment loading into the river. The proposed construction period is during the brown trout spawning period. Brown trout spawn in gravels and rocky areas, including bridge pilings. It is not possible, however, to replace the bridge during the winter period, due to the weather. The spring and early summer period is not possible due to the high river flows and lack of permitted access. It is also rainbow trout's spawning period. The proposed action will impact 1 year of brown trout spawning. CDOW monitoring has shown brown trout dominating the Colorado River over rainbow trout. The design features minimize the amount and duration of disturbance as much as possible.

By replacing the bridge, the proposed action helps insure that the bridge does not cause increased streambank erosion or channel alteration due to the old bridge's possible failure during high flows or obstruction to flood flows. Under the No Action Alternative, there could be an increased risk of channel erosion and sediment loading due to bridge failure which could negatively affect fish spawning and reduce habitat quality.

Mitigation: None

ACCESS/TRANSPORTATION

Affected Environment: The proposed bridge replacement provides access to BLM and USFS administered lands to the east of Colorado Highway 131 and south of County Road 11 in

Eagle County. Currently, motorized and non-motorized access to the project location is from County Road 27 to the west and USFS roads from the east. These access routes are utilized throughout the year when conditions permit for various recreation opportunities. The highest use period is during the proposed construction dates, which coincides with the beginning of hunting season.

Environmental Consequences: The proposed action to replace the bridge after Labor Day would involve equipment and construction along the main access route to BLM administered lands within the area. The temporary closure of motorized public access and minor impacts to non-motorized access from County Road 27 are expected impacts of the Proposed Action. A route from the U. S. Forest Service (USFS) to the east would provide the only motorized access to the area. Comments received from the Colorado Division of Wildlife (CDOW) state that the USFS has advised that the route is too narrow for full size vehicles and will only be accessible for ATV's which limits access for the hunting public. No formal comment has been received from the USFS.

By replacing the bridge, the proposed action helps insure that the bridge does not cause a public health and safety concern while ensuring that public access will be available in future years. Under the No Action Alternative, the bridge would not be replaced creating a public safety concern if the bridge were to fail with a vehicle on it and potentially stopping future public access to BLM administered lands from County Road 27.

Mitigation: None

CUMULATIVE IMPACTS SUMMARY: The geographic area impacted by this proposal is the Piney Ridge and Piney River.

In regard to past action, the area has been heavily impacted by recreationists, especially hunters. Large undeveloped campgrounds have been developed creating resource damage to vegetation and erosion to soils. Negative impacts to cultural sites in the form of vandalism have occurred.

In regard to present and future impacts, the proposed action will not eliminate the negative impacts to cultural sites, soils and vegetation as the new bridge and road improvement will continue to allow access to the BLM and Forest Service lands for recreationists and hunters. It is reasonable to think there will be an increasing number of recreationists which leads to resource damage such as rutting, decreased vegetation and noxious weed spread. The impacts to water quality, wildlife, recreation and fisheries will be short term as long as the design features are adhered to.

The No Action Alternative would continue to have cumulative impacts to the river such as erosion deposits and fisheries because without the bridge, it is assumed recreationists will try to cross the river at least in low water times. The cumulative impacts to cultural sites would probably decrease especially if the USFS closed their access roads to the area.

PERSONS / AGENCIES CONSULTED: CDOW was notified on April 27, 2009 and had concerns about the timing of the bridge replacement and its impacts on spawning fish. The CDOW was also concerned about the lack access for hunters. The USFS and CDOW need to be notified and impacts to public access during the construction period as soon as a decision has

been made. No comments were received from the tribes (see Appendix 2). The proposed project was listed on the Kremmling Field Office internet NEPA register and NEPA public room board. The private landowner at the entrance of Piney road requested no work start until after Labor Day, 2009 so as not to impact their rafting business.

INTERDISCIPLINARY REVIEW: See IDT-RRC in Appendix 1.

FONSI

DOI-BLM-CO-120-2009-0024B-EA

Based on the analysis of potential environmental impacts contained in the attached environmental assessment, and considering the significance criteria in 40 CFR 1508.27, I have determined that the Proposed Action will not have a significant effect on the human environment. An environmental impact statement is therefore not required.

DECISION RECORD

DECISION: It is my decision to authorize the Proposed Action as described in the attached EA.

This decision is contingent on meeting all mitigation measures and monitoring requirements listed below.

RATIONALE: The decision to rebuild the Piney River Bridge was for public safety. The Bridge is heavily used by recreationists and was determined to be unsafe for future public use.

In making the decision, the BLM considered water quality, soils, aquatic wildlife and surrounding vegetation in making this decision.

MITIGATION MEASURES:

1. Rip Rap needs to be used on slopes of the staging area to contain sediments eroding into the river.
2. To stop trailing along the river and enlarging the staging area, a fence, concrete block, or other deterrent may be needed if terrain would allow the public to increase the size of the staging area .
3. If the cuts are in non-outcrop areas, cut slopes should be reduced to increase the stability and reduce soil slumping or erosion, even though it would require cutting further into the hill.
4. Topsoil and plant debris should be scraped off and respread on the final slope to reduce soil loss and help with revegetation.
5. To help detain runoff and reduce surface rilling, a rough surface that provides microtopography or a discontinuous slope length needs to be created.
6. Seeding the area prior to winter snows needs to occur so the seed would be able to take advantage of spring soil moisture and improve seeding success.
7. The contractor and his employees must, as a minimum, have a shovel, a class A-B-C fire extinguisher with a minimum of one pound of retardant, or a container with a minimum of 5 gallons of water at the construction site.

COMPLIANCE/MONITORING: Construction would be monitored by BLM Zone Engineering. Once the project is complete, the area would require monitoring for at least three years or until the seeded species become established following completion of the project. Any invasive, non-native species that become established or increase in extent would require control. All of the monitoring after construction would be monitored by Kremmling Field Office personnel and report back to BLM Zone Engineering if there are any concerns.

NAME OF PREPARER: Susan Cassel

NAME OF ENVIRONMENTAL COORDINATOR: Peter McFadden

DATE: 8/18/09

SIGNATURE OF AUTHORIZED OFFICIAL: /s/ Peter McFadden

DATE SIGNED: 8/18/09

APPENDICES:

Appendix 1 – Interdisciplinary Team Analysis Review Record and Checklist
Appendix 2 – Native American Tribal List

ATTACHMENTS:

1) Stipulations
2) Seed Mix

Appendix 1

INTERDISCIPLINARY TEAM ANALYSIS REVIEW RECORD AND CHECKLIST:

Project Title: Piney River Bridge Replacement
Project Leader: Susan Cassel
Date Proposal Received: (Only for external proposals)
Date Submitted for Comment:
Due Date for Comments:

Need for a field Exam: Completed

Scoping Needs/Interested or Affected Publics: CDOW
Consultation/Permit Requirements:

Consultation	Date Initiated	Date Completed	Responsible Specialist/ Contractor	Comments
Cultural/Archeological Clearance/SHPO	7/7/2009	8/8/2009	B.B.Wyatt	Site 5EA2772 the Piney River Bridge is not considered to be significant. The project will be a no effect, there are no historic properties that would be affected.
Native American	2/23/2009	3/24/2009	B.B.Wyatt	To date no Native American tribe has identified any area of traditional spiritual concern.
T&E Species/FWS	N/A	N/A	M. McGuire	
Permits Needed (i.e. Air or Water)	4/23/09 xxxx	5/8/09 Xxxx	P. Belcher Zone Engineering	-Stormwater Low Erosivity Waiver -

(NP) = Not Present
(NI) = Resource/Use Present but Not Impacted
(PI) = Potentially Impacted and Brought Forward for Analysis.

NP NI PI	Discipline/Name	Date Review Comp.	Initials	**Review Comments** (required for Critical Element NIs, and for elements that require a finding but are not carried forward for analysis.)
	CRITICAL ELEMENTS			
NI	Air Quality **Belcher**	7/9/09	PB	Air quality would not be impacted by the Proposed Action or the No Action Alternative.
NP	Areas of Critical Environmental Concern **Cassel**	6/2/09	SC	There are no Areas of Critical Environmental Concern in the proximity of the proposed project area.
	Cultural Resources **Wyatt**	7/7/2009	BBW	Site 5EA2772 the Piney River Bridge is not considered to be significant. The project will be a no effect, there are no historic properties that would be affected.
NP	Environmental Justice **Cassel**	6/2/09	SC	According to the most recent Census Bureau statistics (2000), there are no minority or low income communities within the Kremmling Planning Area.
NP	Farmlands,	7/9/09	PB	There are no farmlands, prime or unique, in the

	Prime and Unique	**Belcher**			proximity of the proposed project area.
NI	Floodplains	**Belcher**	7/9/09	PB	Although the bridge replacement occurs within the floodplain, the work will not affect the functionality of the floodplain nor increase the flood hazard. The new bridge span is actually wider than the existing, reducing any current channel constriction due to the bridge. Under the No Action Alternative, the present flood hazard would remain.
PI	Invasive, Non-native Species	**Johnson Torma**	2/18/09	RJ	See Analysis in EA
NI	Migratory Birds	**McGuire**	6/8/09	MM	Neither the Proposed Action nor the No Action Alternative will result in impacts to migratory birds.
	Native American Religious Concerns	**Wyatt**	7/7/2009	BBW	To date no Native American tribe has identified any area of traditional spiritual concern.
NI	T/E, and Sensitive Species (Finding on Standard 4)	**McGuire**	6/8/09	MM	Neither the Proposed Action nor the No Action Alternative will result in impacts to T/E, and sensitive species.
NP	Wastes, Hazardous and Solid	**Hodgson**	1/7/09	KH	There are no quantities of wastes, hazardous or solid, located on BLM-administered lands in the proposed project area, and there would be no wastes generated as a result of the Proposed Action or No Action alternative.
PI	Water Quality, Surface and Ground (Finding on Standard 5)	**Belcher**	7/9/09	PB	See Water Quality Section.
PI	Wetlands & Riparian Zones (Finding on Standard 2)	**Belcher**	7/9/09	PB	See Wetland Section
NP	Wild and Scenic Rivers	**Windsor**	7/14/09	AW	There are no eligible Wild and Scenic River segments in the proposed project area.
NP	Wilderness	**Windsor**	2/17/09	AW	There is no designated Wilderness or Wilderness Study Areas in the proximity of the proposed project area.
NON-CRITICAL ELEMENTS (A finding must be made for these elements)					
PI	Soils (Finding on Standard 1)	**Belcher**	7/9/09	PB	See Soil Section.
NI	Vegetation (Finding on Standard 3)	**Johnson Torma Scott**	1/7/09	RJ	The areas of disturbance are small and would have no impact on the vegetation of the area.
PI	Wildlife, Aquatic (Finding on Standard 3)	**McGuire**	6/16/09	MM	See analysis.
NI	Wildlife, Terrestrial (Finding on Standard 3)	**McGuire**	6/8/09	MM	Neither the Proposed Action nor the No Action Alternative will result in impacts to terrestrial wildlife.
OTHER NON-CRITICAL ELEMENTS					
PI	Access/Transportation	**Monkouski**	7/13/09	JJM	See Access/Transportation section.
NP	Forest Management	**K. Belcher**	2/4/2009	KB	No forest resources present at bridge sites.
NI	Geology and Minerals	**Hodgson**	1/7/09	KH	No impacts.
	Fire	**Wyatt**	7/7/2009	BBW	The contractor and his employees must, as a minimum, have a shovel, a class A-B-C fire extinguisher with a minimum of one pound of retardant, or a container with a minimum of 5 gallons of water at the construction site. In the event a fire should occur within the contract area, the contractor and/or his employees will immediately take the action

				necessary to contain and/or suppress the fire.
NI	Hydrology/Water Rights **Belcher**	7/9/09	PB	Hydrologic impacts are discussed in the Water Quality and Wetland Sections. There are no impacts to water rights from the Proposed Action or the No Action Alternative.
NI	Paleontology **Rupp**	4/23/2009	FGR	By project design, the project will avoid the Brown's park formation and any potential fossils contained within that geologic unit.
NI	Noise **Monkouski**	7/13/09	JJM	There would be minimal impacts from noise during the construction period. Minor impacts could occur to recreation opportunities, primarily hunting if game animals are disturbed and leave the proximity of the project location.
NI	Range Management **Johnson Torma**	1/7/09	RJ	There would be no impact to the livestock grazing at the Piney River Bridge site.
NP	Lands/ Realty Authorizations **Cassel**	6/2/09	SC	There are no leases, permits or ROW's in the location of the proposed action.
PI	Recreation **Windsor**	2/17/09 7/13/09	AW JJM	The proposed bridge replacement is within the Upper Colorado River Special Recreation Management Area (SRMA). Recreation activities in the area include hunting and fishing. The bridge provides public access to BLM lands east of the Piney River. Access would be limited during the construction. – AW Additional recreation opportunities in the area include camping and Off Highway Vehicle use. The temporary closure of motorized access across the bridge replacement location would impact access for hunting opportunities, camping and OHV opportunities. See Access/Transportation section. - JJM
NI	Socio-Economics **Cassel**	6/2/09	SC	No impacts to socio economics from the proposed action.
NI	Visual Resources **Windsor**	7/14/09	AW	The area of the proposed action is managed as VRM Class II. Since the new bridge would replace an existing bridge, there would be no change to the existing landscape. Treating the steel components of the new bridge with the finish that creates a film of faux rust on the steel would reduce the contrast between the bridge and the surrounding landscape.
NI	Cumulative Impact Summary **Cassel**	7/16/09	SC	See analysis in EA
FINAL REVIEW				
	P&E Coordinator **McFadden**			

Appendix 2

NATIVE AMERICAN TRIBES CONTACTED:

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Mr. Terry Knight, Sr., NAGPRA Representative
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VACANT, THPO Director
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STIPULATIONS
FOR
PINEY RIVER BRIDGE REPLACEMENT

Mitigation:

1. Rip Rap needs to be used on slopes of the staging area to contain sediments eroding into the river.
2. To stop trailing along the river and enlarging the staging area, a fence, concrete block, or other deterrent may be needed if terrain would allow the public to increase the size of the staging area .
3. If the cuts are in non-outcrop areas, cut slopes shall be reduced to increase the stability and reduce soil slumping or erosion, even though it would require cutting further into the hill.
4. Topsoil and plant debris shall be scraped off and respread on the final slope to reduce soil loss and help with revegetation.
5. To help detain runoff and reduce surface rilling, a rough surface that provides microtopography or a discontinuous slope length needs to be created.
6. Seeding the area prior to winter snows needs to occur so the seed would be able to take advantage of spring soil moisture and improve seeding success.
7. The contractor and his employees must, as a minimum, have a shovel, a class A-B-C fire extinguisher with a minimum of one pound of retardant, or a container with a minimum of 5 gallons of water at the construction site.

Design Features:

1. Signs shall be set out by the Kremmling Field Office personnel approximately one week before construction warning recreationists of the bridge's removal. BLM should sign both County Road 27 and access routes from the USFS boundary to the west a minimum of 1 week prior to construction of the temporary closure. Expected construction is the week after Labor Day, 2009.
2. The slope of the staging area shall be left at a 1:1 grade. Reseeding of this sloped area shall occur after construction in the fall of 2009 with native species. Vehicle use shall be kept off of the pad area for one growing season, and thereafter, the vehicle access will be delineated.
3. The staging area "pad" shall retain any erosion from the pad enlargement until the new cuts are stabilized by vegetation. Seeding of the cut area and staging site shall occur as soon as possible, prior to final pull-out.
4. Road cuts that are not in rock should be less than 1:1 for stability.
5. Topsoil and vegetative cover shall be scraped off of the slope and respread on the final slope of the cut area.
6. A diversion dike shall be used to reduce sediment loads to the river if flows are higher than expected,.
7. The Stormwater Permit Low Erosivity Waiver covers construction from September 7, 2009 to November 2, 2009 and was submitted on May 8, 2009.
8. Zone Engineering shall apply for the 404 permit for the project and conditions of the 404 Permit shall be followed to protect water quality. Colorado's Regional Conditions for the

permit requires that the Army Corps of Engineers receive a preconstruction notification of the project.

9. The abutments will be backfilled and protected with existing riprap.
10. The contractor shall use an existing sloped area upriver to ford the river.
11. The rocks from the uphill side of the road will be placed off the downslope side of the road. Dirt from the upper slope will be used to cover the rough rocky portions of the road and fill in the deep ruts.
12. Work will begin after Labor Day (9/7/2009) to reduce impacts to coldwater fish during spawning.
13. Steel for the bridge shall be treated with the finish that creates a film of faux rust on the steel that actually protects the steel from rusting or oxidizing.
14. If the lower bank's rock and/or woody vegetation is removed, then riprap shall be used to stabilize the bank.

Standard Stipulations:

1. The contractor is responsible for informing all persons in the area who are associated with this project that they will be subject to prosecution for disturbing historic or archaeological sites, or for collecting artifacts.
2. The contractor shall immediately bring to the attention of the Authorized Officer any and all antiquities, or other objects of historic, paleontological, or scientific interest including but not limited to, historic or prehistoric ruins or artifacts DISCOVERED as a result of operations under this authorization (16 U.S.C. 470.-3, 36 CFR 800.112). The contractor shall immediately suspend all activities in the area of the object and shall leave such discoveries intact until written approval to proceed is obtained from the Authorized Officer. Approval to proceed will be based upon evaluation of the object(s). Evaluation shall be by a qualified professional selected by the Authorized Officer from a Federal agency insofar as practicable (BLM Manual 8142.06E). When not practicable, the contractor shall bear the cost of the services of a non-Federal professional.
    a. Within five working days the Authorized Officer will inform the contractor as to:
        i. Whether the materials appear eligible for the National Register of Historic Places;
        ii. The mitigation measures the contractor will likely have to undertake before the site can be used (assuming in situ preservation is not necessary); and,
        iii. A timeframe for the Authorized Officer to complete an expedited review under 36 CFR 800.11 to confirm, through the State Historic Preservation Officer, that the findings of the Authorized Officer are correct and that mitigation is appropriate.
    b. -If the contractor wishes, at any time, to relocate activities to avoid the expense of mitigation and/or the delays associated with this process, the Authorized Officer will assume responsibility for whatever recordation and stabilization of the exposed materials may be required. Otherwise, the contractor will be responsible for mitigation costs. The Authorized Officer will provide technical and procedural guidelines for the conduct of mitigation. Upon verification from the Authorized Officer that the required mitigation has been completed, the contractor will then be allowed to resume construction.
    c. -Antiquities, historic, prehistoric ruins, paleontological or objects of scientific interest that are outside of the authorization boundaries but directly associated

with the impacted resource will also be included in this evaluation and/or mitigation. Antiquities, historic, prehistoric ruins, paleontological or objects of scientific interest, identified or unidentified, that are outside of the authorization and not associated with the resource within the authorization will also be protected. Impacts that occur to such resources, which are related to the authorizations activities, will be mitigated at the contractor's cost.

3. Pursuant to 43 CFR 10.4(g), the contractor of this authorization must notify the authorized officer, by telephone, with written confirmation, immediately upon the discovery of human remains, funerary items, sacred objects, or objects of cultural patrimony. Further, pursuant to 43 CFR 10.4 (c) and (d), you must stop activities in the vicinity of the discovery and protect it for 30 days or until notified to proceed by the authorized officer.
4. If paleontological materials (fossils) are discovered during right-of-way activities, the contractor is to immediately stop activities that might further disturb such materials and contact the authorized officer. The contractor and the authorized officer will consult and determine the best option for avoiding or mitigating the paleontological site.
5. Use of pesticides shall comply with the applicable Federal and state laws. Pesticides shall be used only in accordance with their registered uses and within limitations imposed by the Secretary of the Interior. Prior to the use of pesticides, the contractor shall obtain from the authorized officer written approval of a plan showing the type and quantity of material to be used, pest(s) to be controlled, method of application, location of storage and disposal of containers, and any other information deemed necessary by the authorized officer. Emergency use of pesticides shall be approved in writing by the authorized officer prior to such use.
6. The contractor shall comply with all applicable Federal laws and regulations existing or hereafter enacted or promulgated. In any event, the contractor(s) shall comply with the Toxic Substances Control Act of 1976, as amended (15 U.S.C. 2601, et seq.) with regard to any toxic substances that are used, generated by or stored on the right-of-way or on facilities authorized under this right-of-way grant. (See 40 CFR, Part 702-799 and especially, provisions on polychlorinated biphenyls, 40 CFR 761.1-761.193.) Additionally, any release of toxic substances (leaks, spills, etc.) in excess of the reportable quantity established by 40 CFR, Part 117 shall be reported as required by the Comprehensive Environmental Response, Compensation and Liability Act of 1980, Section 102b. A copy of any report required or requested by any Federal agency or State government as a result of a reportable release or spill of any toxic substances shall be furnished to the authorized officer concurrent with the filing of the reports to the involved Federal agency or State government.